



# THE WEEK IN MOTOR CIRCLES

## —WITH TRADE AND OWNER—



### MRS. KATHERINE M. YATES SAYS 'FIX YOUR ROADS'

Mrs. Katherine Yates, writing to the Hawaii Promotion Committee from Berkeley, referring to her article, "Motoring on the Edge of the World," which will be published in the National Geographic Magazine, has this to say about the road conditions in Hawaii:

"Another thing; it may be lucky that I am hiding behind a non-duplicate in this work, for it was written several years ago, when the roads were in good condition—and if some of them haven't been given a little ballast since I left there in December, I would stand a chance of being mobbed if some of the readers went over them, and then were able to locate me! You might tell Hugh O'Connell and Morgane and the Oahu engineer and the one on Hawaii, that they would better get busy or my blood may be on their heads. I guess that the Kauai roads are all right—there wasn't a crack in the enamel when I was there last—but in the article I referred to the road over the Pali as a perfect road! The engineer said that it was!—and it was good then! And I said the same about the volcano road! In justice to me, do have a few loads of rock dumped where

they will do the most good, or tell tourist inquirers that you have lost my address."

### OAKLAND TO LOS ANGELES IN 14 HOURS IS RECORD MADE BY SCRIPPS-BOOTH

Establishing new intercity automobile records one day, only to have them broken and forgotten a few days after, is having the tendency to speed up almost all automobile traffic. Comes now the report of a performance by the driver of a Scripps-Booth roadster who reports to Ralph Hamlin that he sent his little car over the boulevards between Oakland and Los Angeles in 14 hours.

Emory H. Rogers of Altadena has succeeded in putting the Scripps-Booth on the speed map. He is believed to be the first owner of one of these luxurious light cars to try for any fast stuff. Not only does Rogers say he made the run in 14 hours, but he asserts also that he came through the entire distance without changing gears and averaged 29 miles to the gallon of gasoline.

### MOTOR TRUCKS HAUL SUPPLIES ON RAILROADS

### Engineer Solves Problem of Transportation in War Zone; Prove Success in Mexico

The first instance of automobile trucks doing service on the railroads either in America or abroad was when a Riker truck, made by the Locomotive Company of America, made the run from Columbus, N. M., to El Paso, Texas, a distance of 93 miles, over the rails of the El Paso and Southern system, as a demonstration for Gen. Scott and Finston.

The run was made with 20 soldiers of the 20th Infantry, a machine gun and equipment on board. The distance between Columbus, N. M., and El Paso, Texas, was covered at an average speed of 18 miles an hour, actual running time.

On arrival at El Paso the truck, with its armed escort, was driven off the rails and over the road to Gen. Scott's hotel, where Gen. Scott and Finston made a careful inspection of the vehicle. Gen. Scott and his engineers pronounced the test to be satisfactory.

The truck left El Paso the same evening for the return trip to Columbus.

These Riker trucks are to be used by the United States army in Mexico, below Casas Grandes, where Gen. Pershing controls the railroad. The trucks have been equipped with flanged steel rims, fitted over the wheels, which take the rails the same as a locomotive wheel.

Where the roads are unfavorable, or are not the shortest distance between two points it may be necessary, in an emergency, to transport supplies and materials of all sorts by motor truck over the railroad. This is particularly true of the present situation in Mexico, where the roads are almost lost in the desert sand.

The inability of the United States force to use the railroads, with regular locomotive equipment and rolling stock, in Mexico, has caused untold hardship and deprivation on the part of the American forces at present engaged in the punitive expedition in Mexico.

This latest achievement of Mr. Riker opens up a new and important field of endeavor for the gas motor truck. Mr. Riker is chairman of the committee of internal combustion of the United States naval advisory board.

### OVER THE PALI FOUR TIMES A DAY WITH A MORELAND

Paul Newall, local freighter between Honolulu, Hanaula, Kahalo, Kaneohe, Heleia and Kalaheo, via the Pali, has been making two complete round trips daily with his Moreland distillate worm-drive truck up and down the steep grades of the Pali road.

Thursday, this week, Mr. Newall presented himself at the Royal Hawaiian Garage and purchased two more new Morelands for these trips.

Mr. Newall is the most ardent user and booster for the Moreland worm-drive trucks in the territory as he has been using his first Moreland for some time past and has found it to be the most economical and safest for these hard trips.

In making these two round trips daily with his first Moreland, Mr. Newall claims that his fuel consumption averaged for the four trips only \$1.20 per day. This is about three gallons of distillate used for each trip over the Pali, which is about 15 miles each way.

Mr. Newall chose the Moreland worm-drive truck on account of the elimination of all possibility of chain breakage while on the Pali grades, which might prove disastrous. The cheap cost of distillate, which the Moreland trucks are specially designed for using, enables him also to cut his fuel expense down to one-half the cost of using gasoline.

On these trips Mr. Newall carried an average load of two tons or more, although his first truck is only a 1½-ton capacity truck, which also speaks a good deal for the stability of the make of truck he uses.

### WESTERN MOTOR OIL IS O. K.'D BY WHITE DEALER

"Entirely satisfactory," is the way E. W. Hill, Seattle manager for the White Company, expressed himself in regard to motor oil from Western asphalt-base crude.

"We tell our inquirers that we use this oil a great deal in our demonstrating cars," continued Hill, "also we refer them to owners of White motor cars and trucks who are using oil made from Western asphalt-base crude with entire satisfaction."

### LINCOLN ROUTE BASIS OF FLAG DAY PROGRAMS

### Plans Afloat to Stage Outbursts of Patriotism Along Highway

Founded as a memorial to Abraham Lincoln, the Lincoln highway is to be used for a lesson in patriotism. American flags stretching across the continent from New York to San Francisco, a salute of rifles and cannon from coast to coast, the national hymn from thousands of voices and instruments—these are some of the plans that are being promoted for celebrating Flag Day on June 14 along the route of the highway.

The plan of paying respect to the flag in former years has been more or less haphazard, and in some instances has been neglected. The patriotism of school children, while not lacking, has not been inculcated in as thorough a manner as some wish. The plan of a national Flag Day celebration along the Lincoln highway and its tributaries will provide a kernel for the celebration, and the lesson taught will give children a greater respect for the flag and at the same time inculcate the good roads idea.

Lectures on American history and American ideals will be delivered at gathering places along the highway on that day. Every cross-road will be the scene of a celebration, which

### ISHUDWURRY SO WHYSHUDYOU IS SPEEDER'S VIEW

### Racers Are Devoid of Desire for Sympathy; State Racing is Pure Business Game

Drivers of racing cars in automobile contests do not deceive themselves and are not of unsound mind. These men enter into the racing game with a knowledge of the risks they are taking, and with the realization that any race may be their last contest. They drive for the love of the sport, and perhaps because they worship the "God-of-Speed," and also for the

"value received" in exchange for their efforts.

Successful racing drivers make money, and in fact they make more money in a year of racing than they could earn in from 20 to 30 years of a lifetime. The successful men of the speedway circuit are amassing fair fortunes to carry them through the rest of their lives.

Some men have won theirs and have retired while the retiring was good. They have invested their money wisely and are now sitting back to watch their fellows gain theirs. Many of the drivers who are racing this year will not be racing in 1917, for they have avowedly determined to get theirs during 1916 and then retire. Other drivers will come up to take their place in later years, for there will always be men to face the starters in automobile contests.

It has often been stated that the

racing drivers of today are not men who seek sympathy. They talk of accidents to their fellows in an ordinary tone of voice, and seldom, if ever, express anything that sounds like sympathy. They do not sympathize and they want no sympathy, expended in their behalf, provided the time ever comes when such might be offered.

They believe living is a risk, anyway, and that fate will play its part with them, no matter whether it be in the chase of dollars and the scalp of old Father Time, or walking on the streets, or engaged in other business pursuits. Racing to them is a business for the time being, and if they escape "all to the merry," and if they do not it is "nothing of less consequence" to them.

Shippers at Oswego, N. Y., are hiring express cars to move products held up by the freight embargo.

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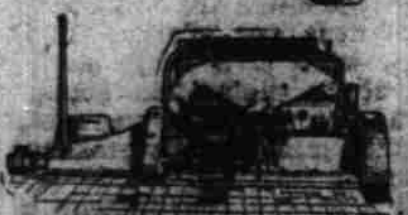
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